Managing Voluminous Public Comments

April 7, 2004

Presented by:

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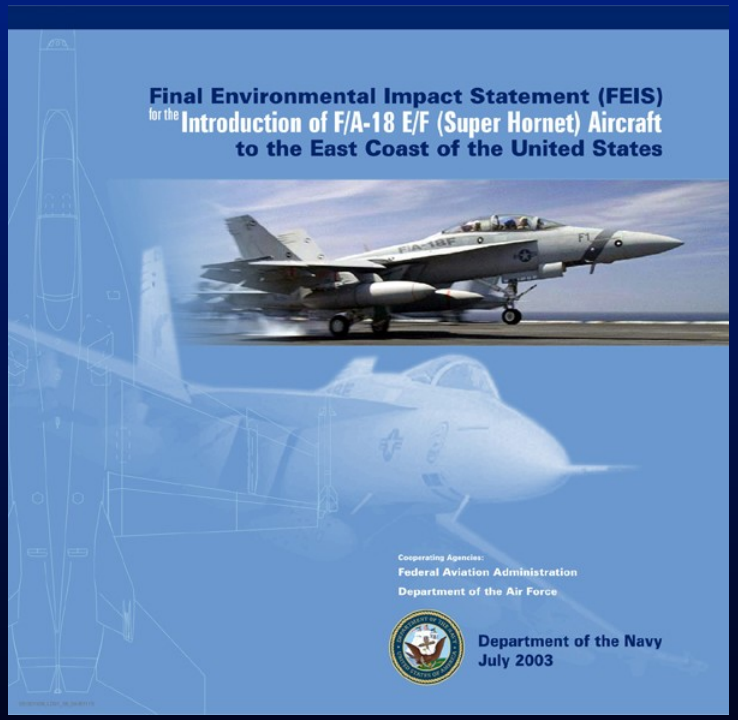
Environmental Impact Statement for the Introduction of F/A-18 E/F (Super Hornet) Aircraft to the East Coast of the United States


Final Environmental Impact Statement (FEIS)
for the Introduction of F/A-18 E/F (Super Hornet) Aircraft
to the East Coast of the United States
Cooperating Agencies:
Federal Aviation Administration
Department of the Air Force
Department of the Navy
July 2003

Department of the Navy

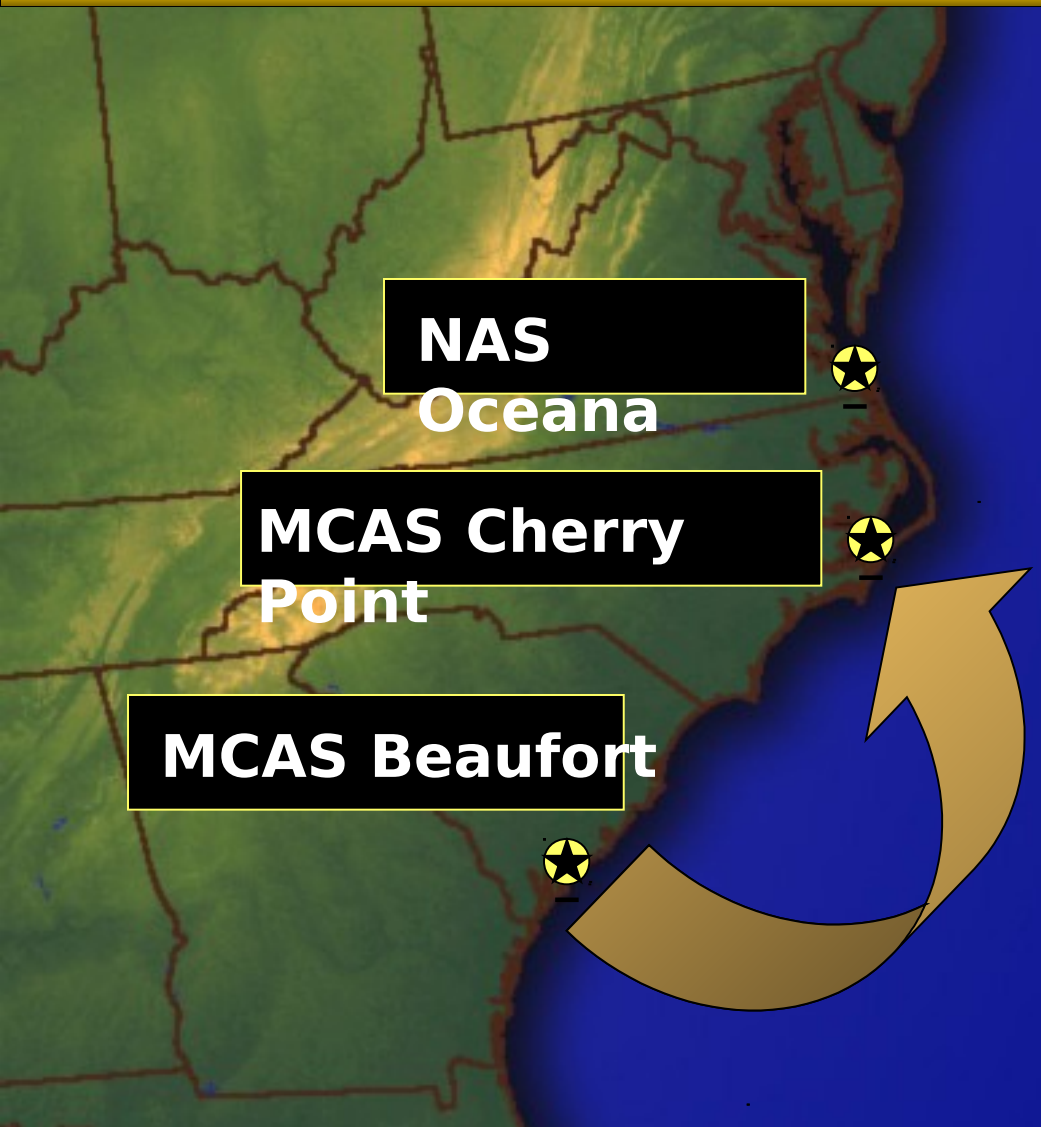
Description of the Project

- Homebasing of 10 Super Hornet fleet squadrons (130 aircraft) and the Fleet Replacement Squadron (32 aircraft)
- Replacement of Tomcat and earlier model Hornet aircraft
- Construction of support facilities:
  - Aircraft support (hangars, runways, refueling, etc.)
  - Maintenance
  - Training
  - Personnel support (medical, dental, etc.)
  - Housing

Alternatives

- No action
- Single site
- Dual site
- OLFs

Single-Site Alternatives



ALT 1

- 10 Fleet squadrons and FRS to NAS Oceana – 162 aircraft

ALT 2

- 10 Fleet squadrons and FRS to MCAS Cherry Point – 162 aircraft

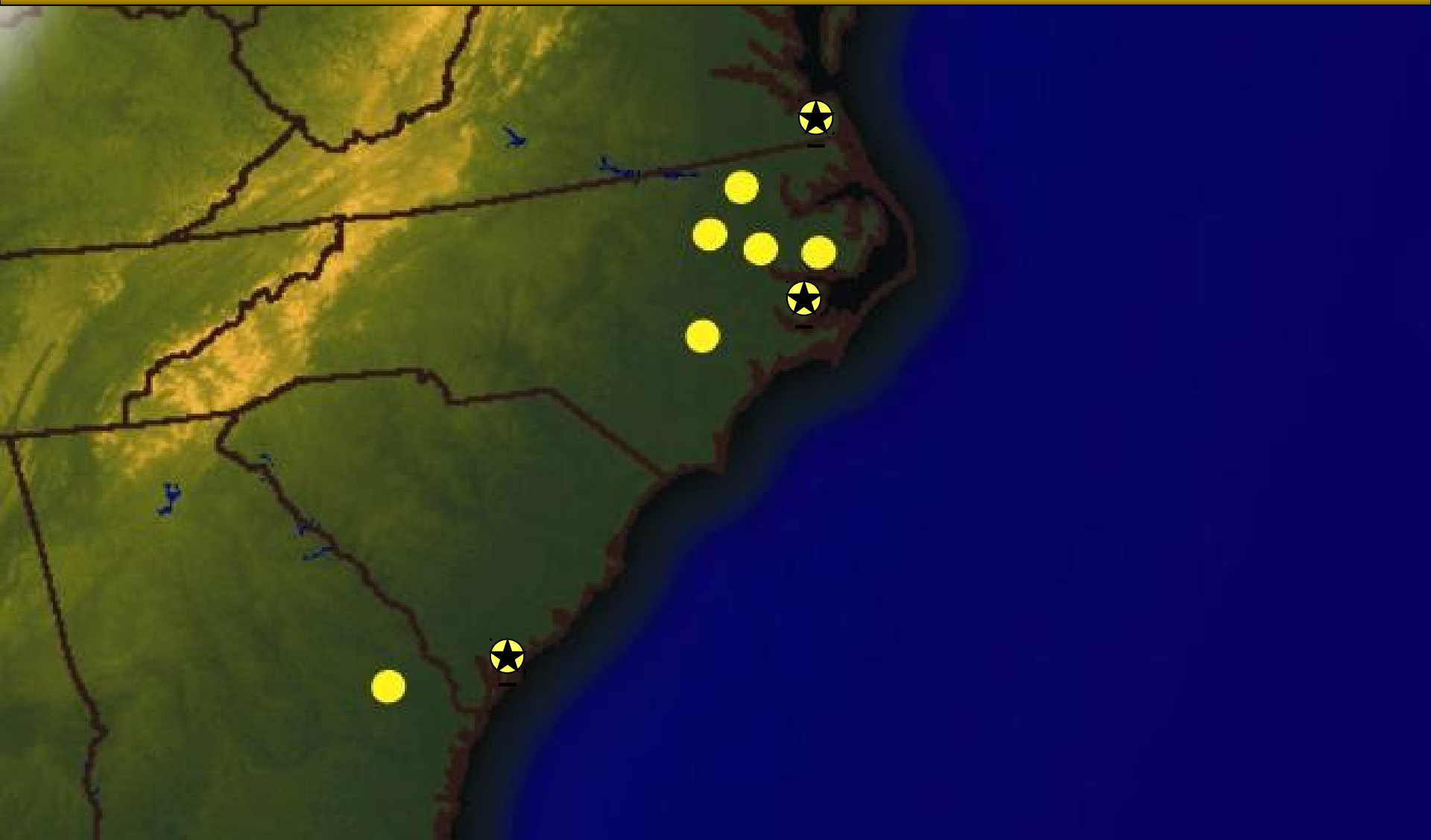
ALT 3

- 10 Fleet squadrons and FRS to MCAS Beaufort – 162 aircraft
- Existing MCAS Beaufort assets transfer to MCAS Cherry Point – 88 aircraft

Dual-Site Alternatives

Base	ALT 4A	ALT 4B	ALT 5A	ALT 5B	ALT 6
NAS Oceana	6 + FRS	6 + FRS	4	0	8 + FRS
MCAS Cherry Point	4	0	6 + FRS	6 + FRS	2
MCAS Beaufort	0	4	0	4	0

OLF Site Alternatives



No Action

- Baseline for alternatives comparison
- No new or expanded facilities construction
- No increase or decrease of functional capacity at any homebase site

EIS Timeline

- Scoping June to August 2000
- Draft EIS August 2, 2002
- Public Hearings August to Sept. 2002
- Final EIS July 2003
- ROD September 3, 2003

Why Controversial?

- Action Involved Five States
- Environmental Impacts
  - Aircraft Noise
  - Air Quality
  - Wildlife
- Environmental Benefits

Results of Public Hearings

Over 5,000 written and verbal comments, including:

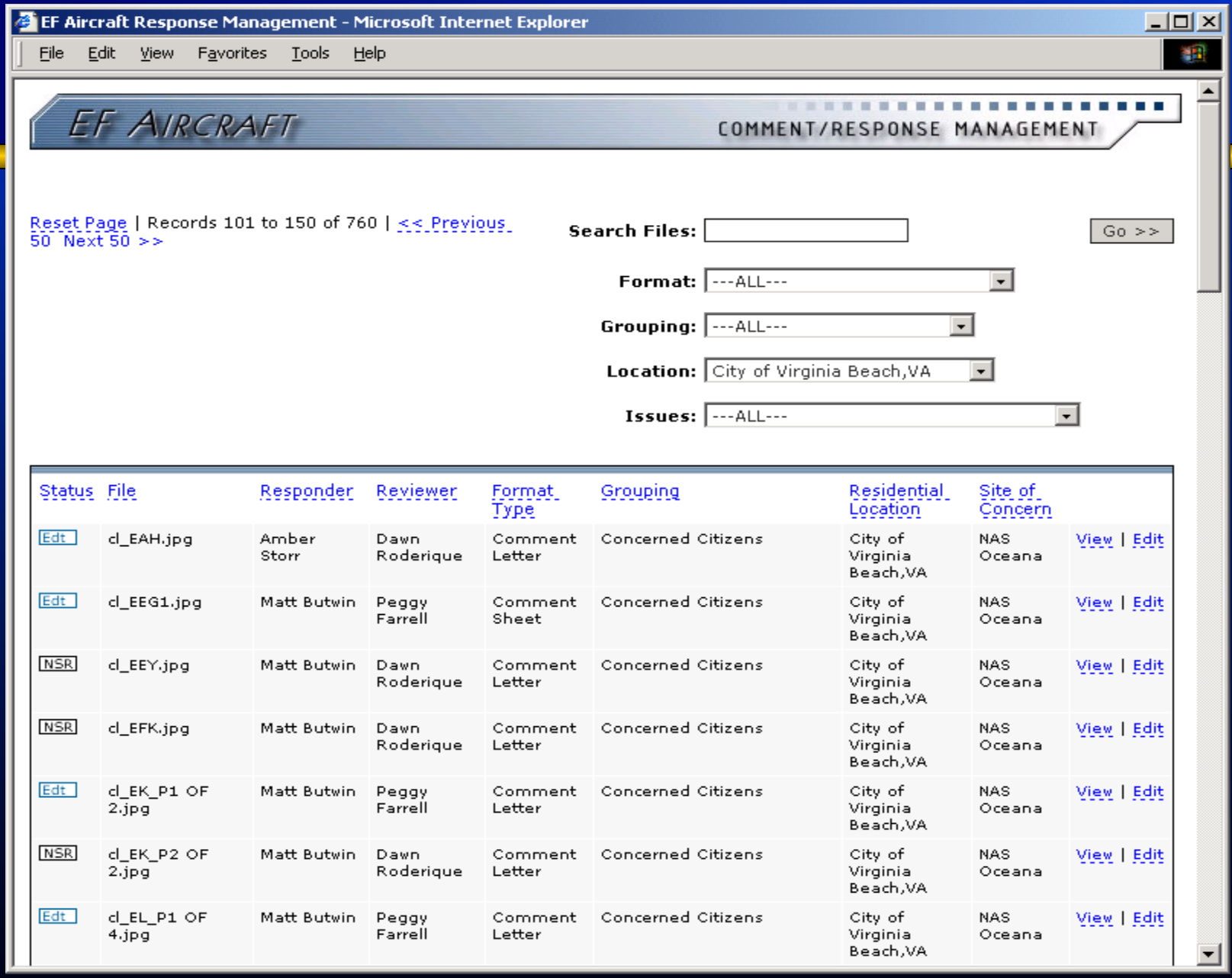
- **Handwritten Letters**
- **Typed Letters**
- **E-mails**
- **Post Cards**
- **Form Letters**
- **Petitions**
- **Comment Sheets**
- **Transcripts**

Who Provided Comments?

- Representatives
- Regulatory Agencies
- Municipalities
- Business Owners
- Citizen Groups
- Citizens

Benefits of the System

- Multiple users
- Searchable data
- Unique codes eliminated duplicates
- Frequently used responses could be modified in the database and automatically changed throughout
- Data stored in one place and used directly for reporting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Location: City of Virginia Beach,VA
Issues: ---ALL---
Status File Responder Reviewer Format Type Grouping Residential Location Site of Concern
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Edt cl_EEG1.jpg Matt Butwin Peggy Farrell Comment Sheet Concerned Citizens City of Virginia Beach,VA NAS Oceana View | Edit
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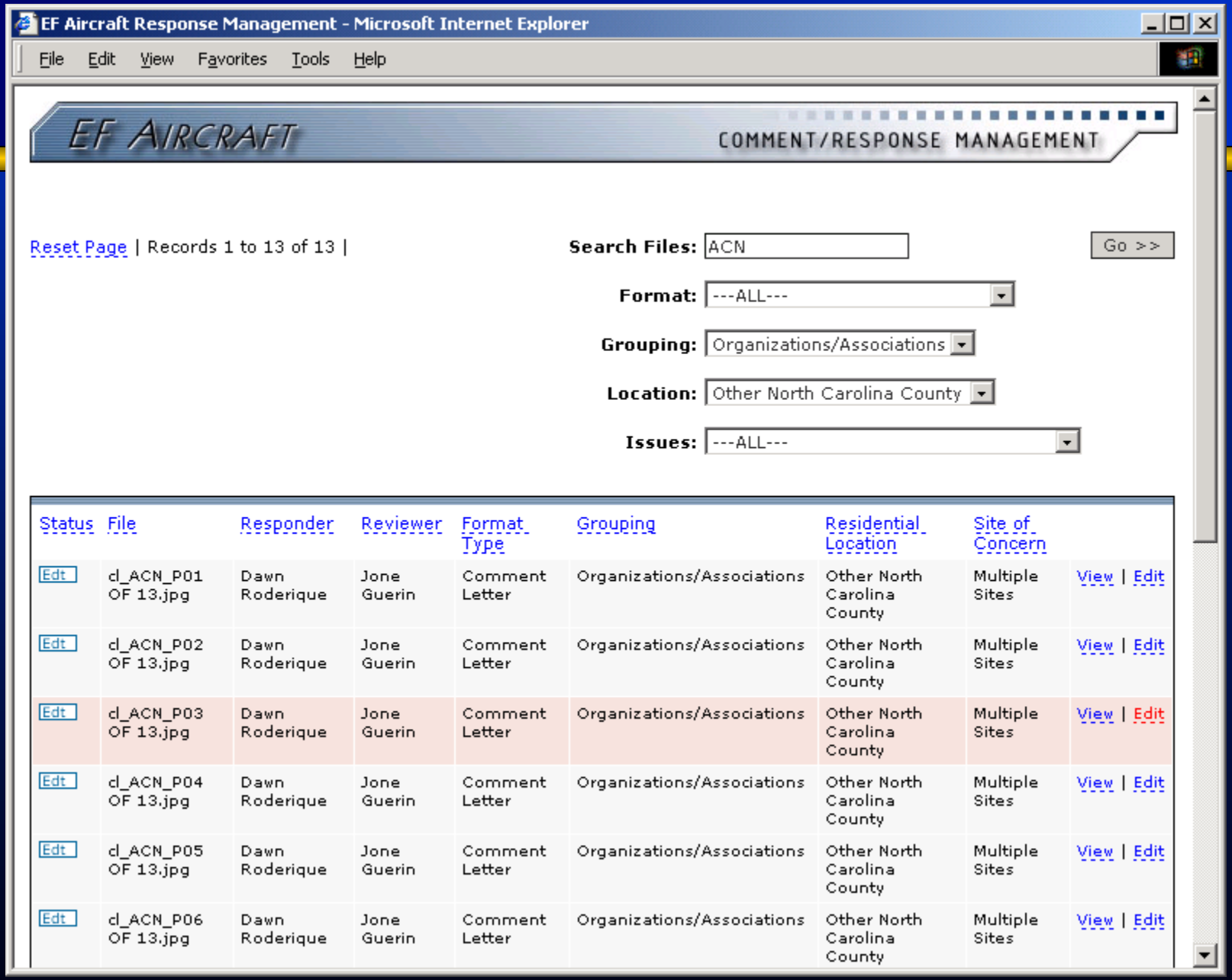
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Grouping: Organizations/Associations
Location: Other North Carolina County
Issues: ---ALL---
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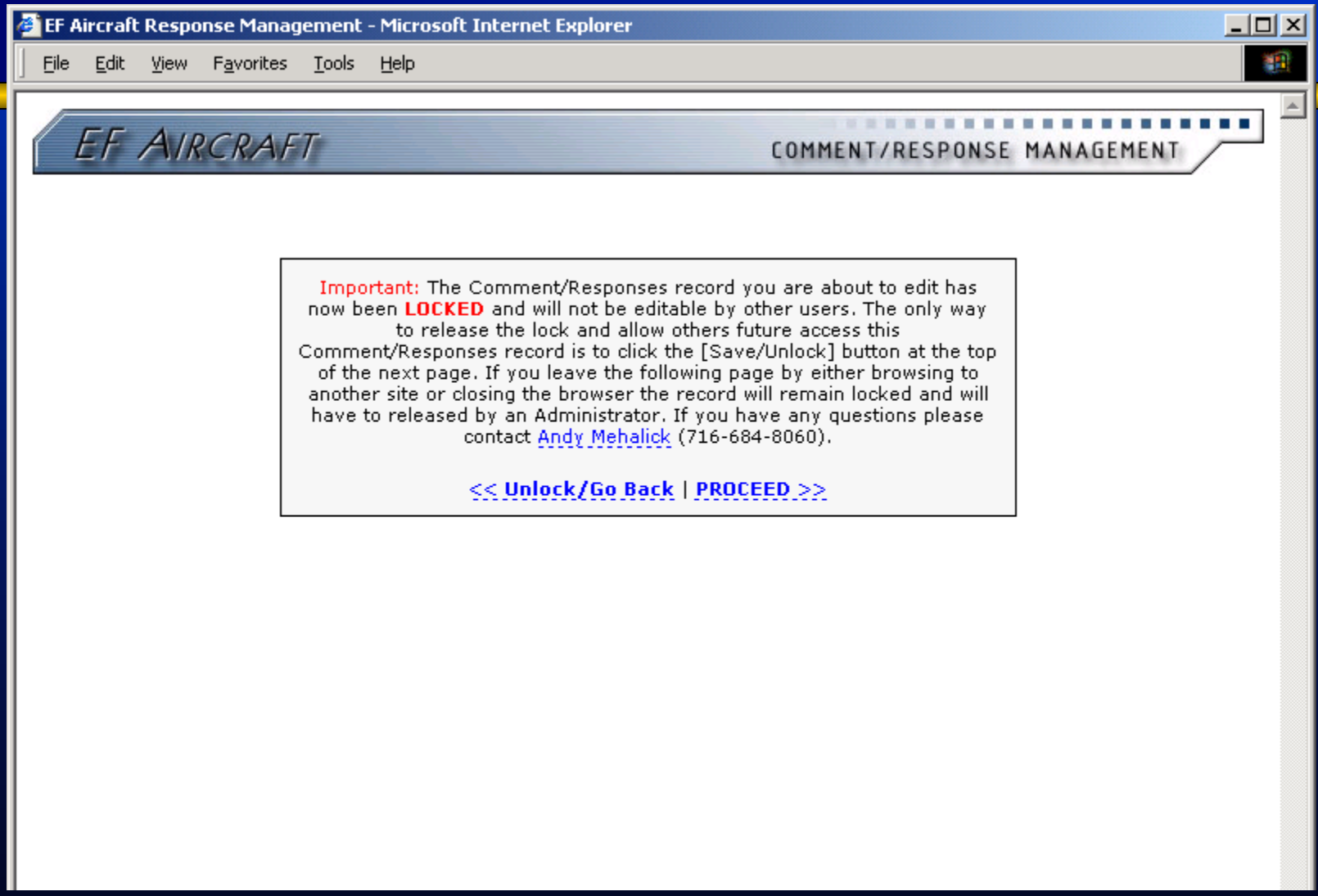
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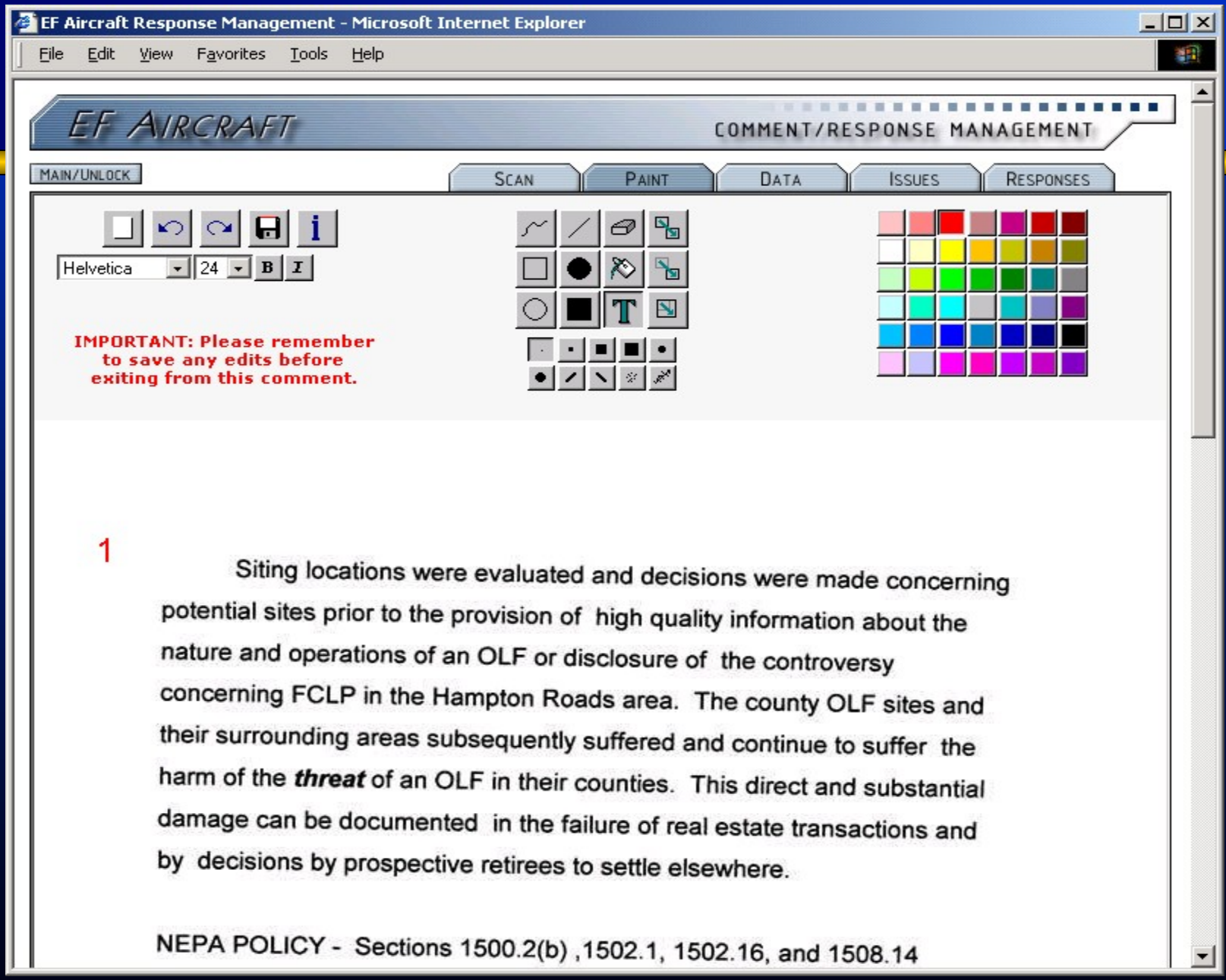
COMMENT/RESPONSE MANAGEMENT
Important: The Comment/Responses record you are about to edit has now been LOCKED and will not be editable by other users. The only way to release the lock and allow others future access this Comment/Responses record is to click the [Save/Unlock] button at the top of the next page. If you leave the following page by either browsing to another site or closing the browser the record will remain locked and will have to released by an Administrator. If you have any questions please contact Andy Mehalick (716-684-8060).
<< Unlock/Go Back | PROCEED >>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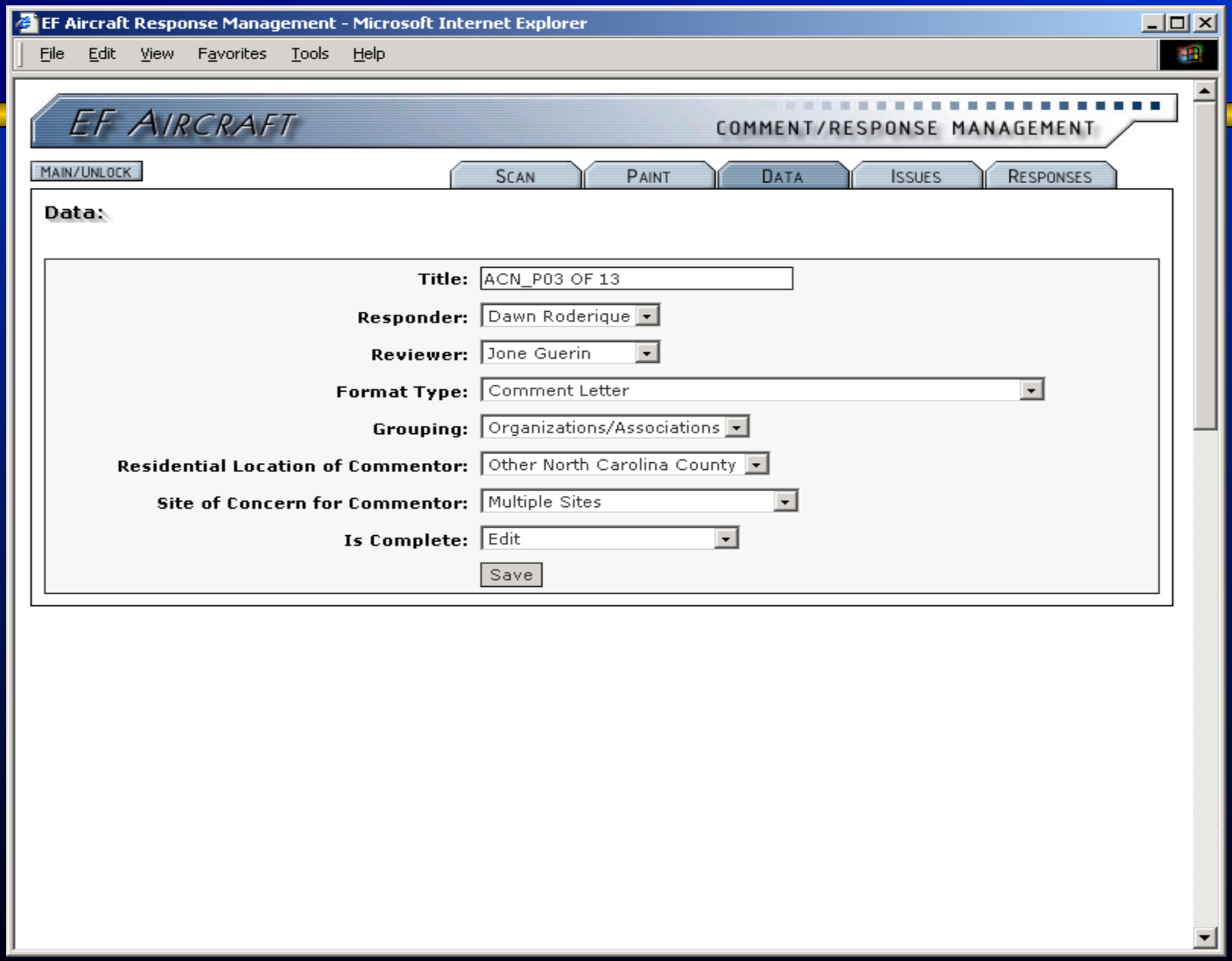
IMPORTANT: Please remember to save any edits before exiting from this comment.
1
Siting locations were evaluated and decisions were made concerning potential sites prior to the provision of high quality information about the nature and operations of an OLF or disclosure of the controversy concerning FCLP in the Hampton Roads area. The county OLF sites and their surrounding areas subsequently suffered and continue to suffer the harm of the threat of an OLF in their counties. This direct and substantial damage can be documented in the failure of real estate transactions and by decisions by prospective retirees to settle elsewhere.
NEPA POLICY - Sections 1500.2(b) ,1502.1, 1502.16, and 1508.14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Responder: Dawn Roderique
Reviewer: Jone Guerin
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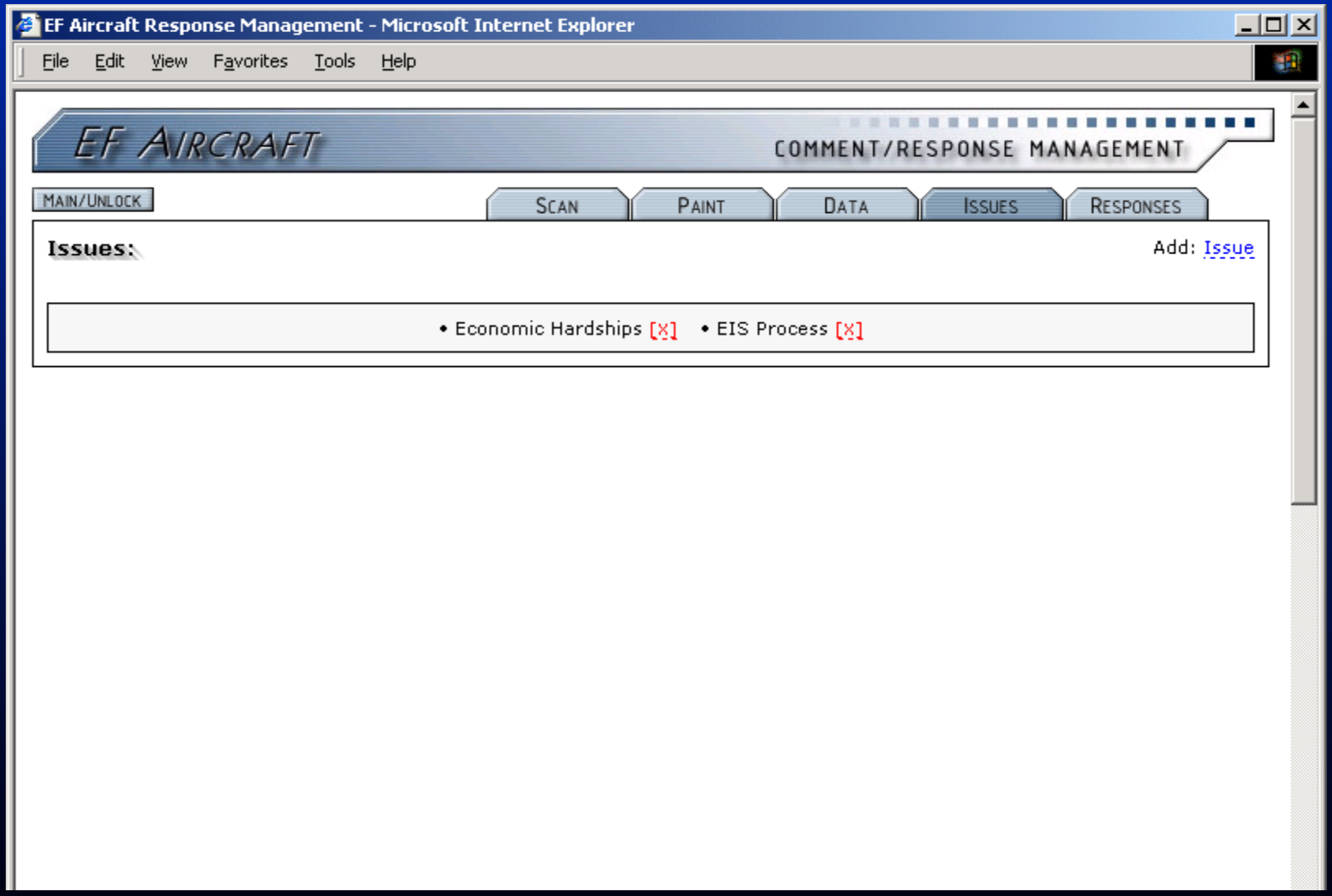
Grouping: Organizations/Associations
Residential Location of Commentor: Other North Carolina County
Site of Concern for Commentor: Multiple Sites
Is Complete: Edit
Save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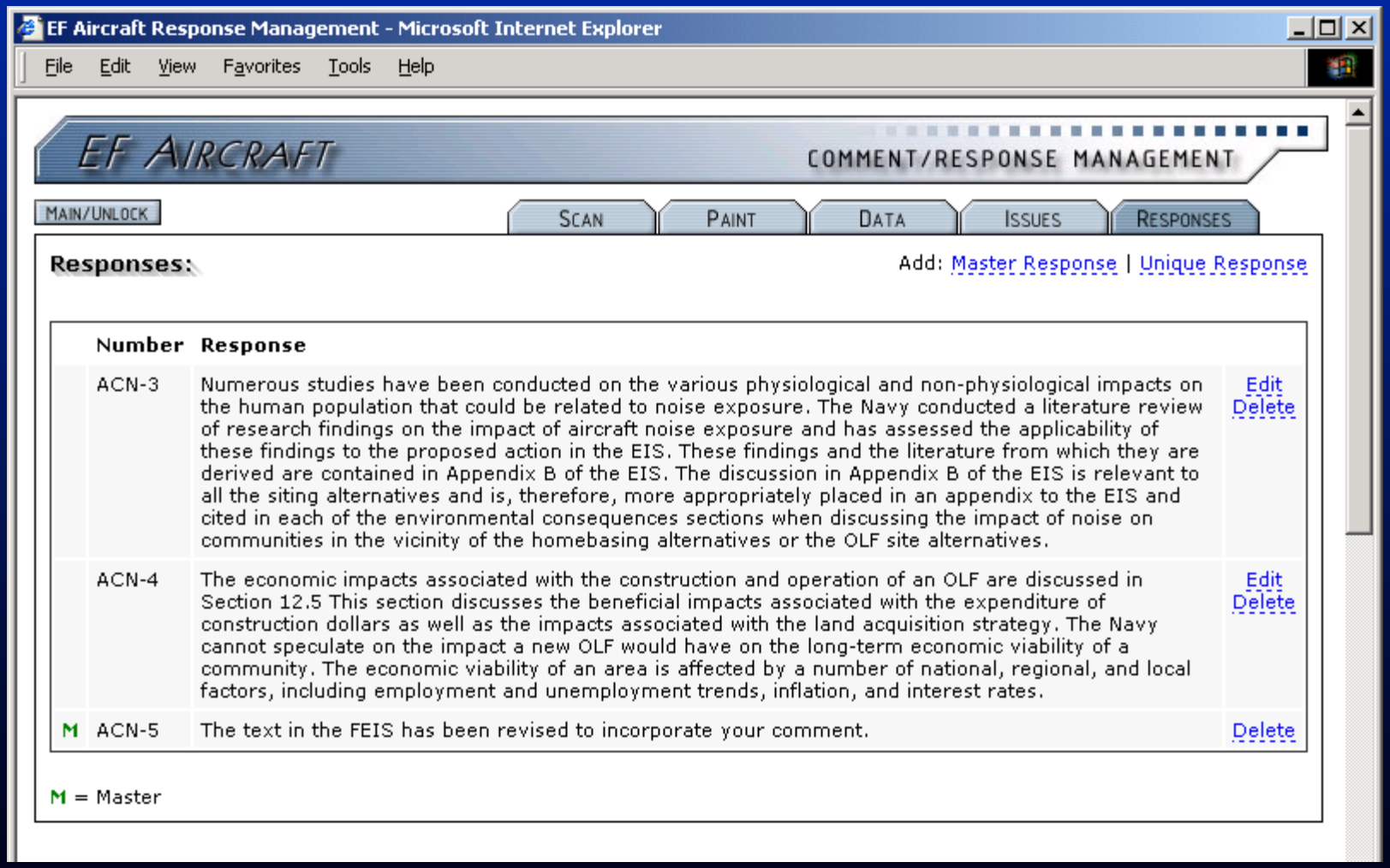
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ACN-3
Numerous studies have been conducted on the various physiological and non-physiological impacts on the human population that could be related to noise exposure. The Navy conducted a literature review of research findings on the impact of aircraft noise exposure and has assessed the applicability of these findings to the proposed action in the EIS. These findings and the literature from which they are derived are contained in Appendix B of the EIS. The discussion in Appendix B of the EIS is relevant to all the siting alternatives and is, therefore, more appropriately placed in an appendix to the EIS and cited in each of the environmental consequences sections when discussing the impact of noise on communities in the vicinity of the homebasing alternatives or the OLF site alternatives.
Edit
Delete
ACN-4
The economic impacts associated with the construction and operation of an OLF are discussed in Section 12.5 This section discusses the beneficial impacts associated with the expenditure of construction dollars as well as the impacts associated with the land acquisition strategy. The Navy cannot speculate on the impact a new OLF would have on the long-term economic viability of a community. The economic viability of an area is affected by a number of national, regional, and local factors, including employment and unemployment trends, inflation, and interest rates.
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M
ACN-5
The text in the FEIS has been revised to incorporate your comment.
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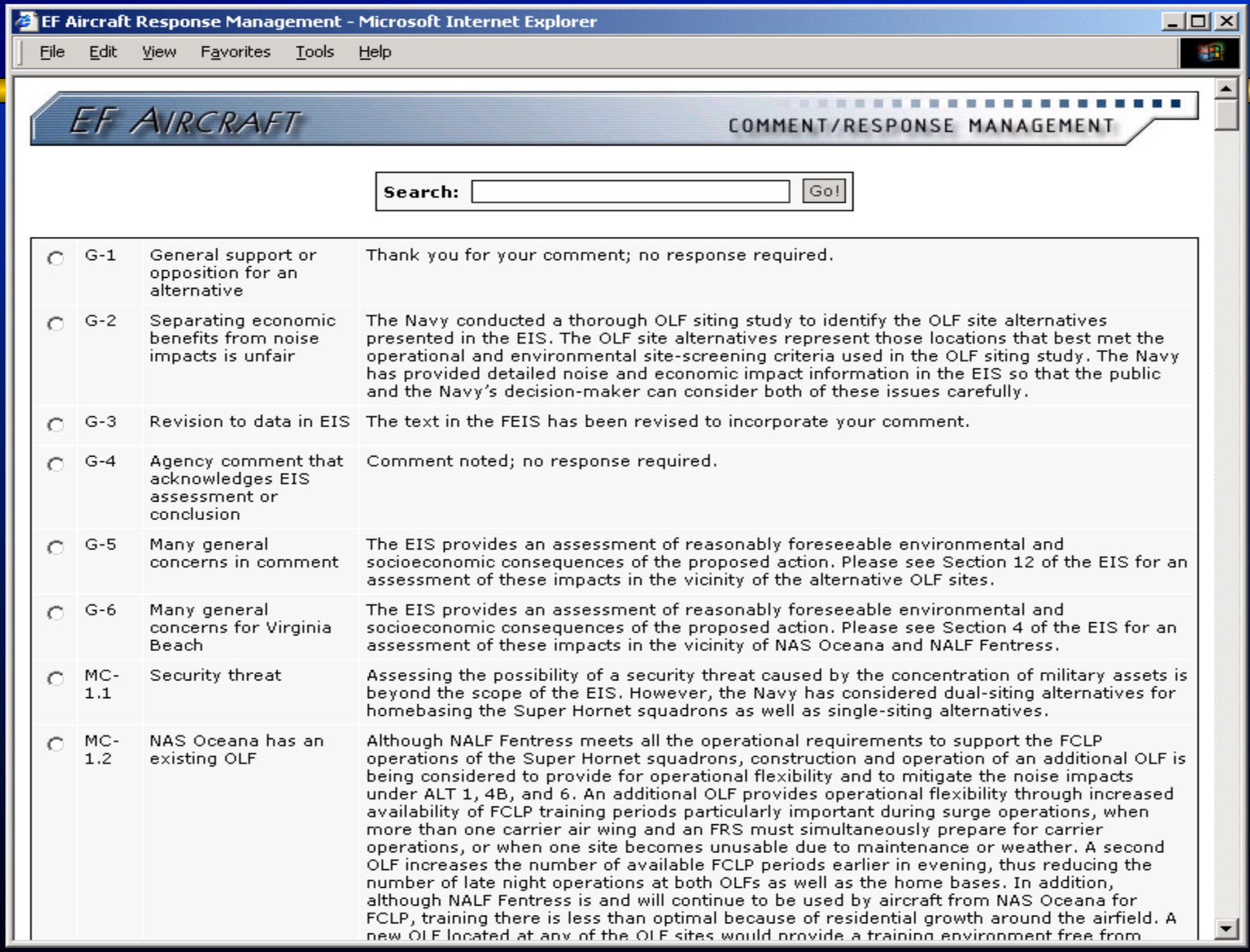
M = Master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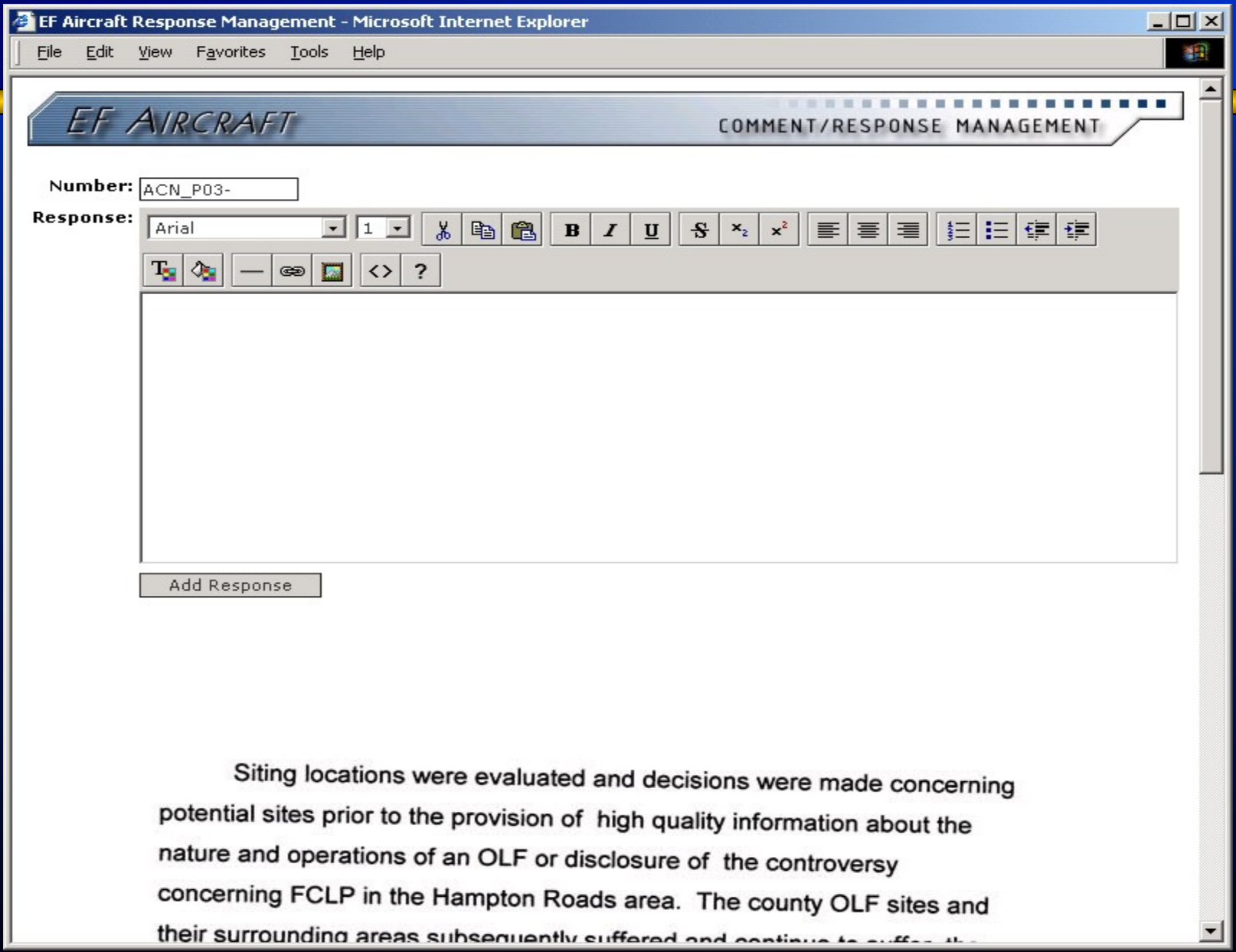
COMMENT/RESPONSE MANAGEMENT
Search:
Go!
G-1 General support or opposition for an alternative
Thank you for your comment; no response required.
G-2 Separating economic benefits from noise impacts is unfair
The Navy conducted a thorough OLF siting study to identify the OLF site alternatives presented in the EIS. The OLF site alternatives represent those locations that best met the operational and environmental site-screening criteria used in the OLF siting study. The Navy has provided detailed noise and economic impact information in the EIS so that the public and the Navy's decision-maker can consider both of these issues carefully.
G-3 Revision to data in EIS
The text in the FEIS has been revised to incorporate your comment.
G-4 Agency comment that acknowledges EIS assessment or conclusion
Comment noted; no response required.
G-5 Many general concerns in comment
The EIS provides an assessment of reasonably foreseeable environmental and socioeconomic consequences of the proposed action. Please see Section 12 of the EIS for an assessment of these impacts in the vicinity of the alternative OLF sites.
G-6 Many general concerns for Virginia Beach
The EIS provides an assessment of reasonably foreseeable environmental and socioeconomic consequences of the proposed action. Please see Section 4 of the EIS for an assessment of these impacts in the vicinity of NAS Oceana and NALF Fentress.
MC-1.1 Security threat
Assessing the possibility of a security threat caused by the concentration of military assets is beyond the scope of the EIS. However, the Navy has considered dual-siting alternatives for homebasing the Super Hornet squadrons as well as single-siting alternatives.
MC-1.2 NAS Oceana has an existing OLF
Although NALF Fentress meets all the operational requirements to support the FCLP operations of the Super Hornet squadrons, construction and operation of an additional OLF is being considered to provide for operational flexibility and to mitigate the noise impacts under ALT 1, 4B, and 6. An additional OLF provides operational flexibility through increased availability of FCLP training periods particularly important during surge operations, when more than one carrier air wing and an FRS must simultaneously prepare for carrier operations, or when one site becomes unusable due to maintenance or weather. A second OLF increases the number of available FCLP periods earlier in evening, thus reducing the number of late night operations at both OLFs as well as the home bases. In addition, although NALF Fentress is and will continue to be used by aircraft from NAS Oceana for FCLP, training there is less than optimal because of residential growth around the airfield. A new OLF located at any of the OLF sites would provide a training environment free from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Add Response
Siting locations were evaluated and decisions were made concerning potential sites prior to the provision of high quality information about the nature and operations of an OLF or disclosure of the controversy concerning FCLP in the Hampton Roads area. The county OLF sites and their surrounding areas subsequently suffered and continue to suffer the

Conclusion

- Required start-up costs associated with the web site and system design
- The system was updated throughout the project to make it more useful
- The system template has been used on two other projects and start-up is limited to two days each
- If you are expecting voluminous comments, this system is essential